

Introduction

The purpose of this final Section 4(f) evaluation is to provide the information required to make a 4(f) determination on various parks, recreational sites, and historical sites that may be affected by construction of a new NSF facility as identified in Chapter 1 of this EIS.

Section 4(f) of the Department of Transportation Act states that the Federal Highway Administration (FHWA) will not approve the use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site, unless a determination is made that: (1) there is no feasible and prudent alternative to the use of such land, and (2) the proposed action includes all possible planning to minimize harm to the property.

“Feasible” is defined as being possible to construct using sound engineering practices. ~~“Prudent” is defined as cost or community disruption.~~ To show it is not “prudent” supporting information must demonstrate that there are unique problems or unusual factors in the use of alternatives that avoid these properties, or that the cost, and/or community disruptions resulting from the use of such alternatives reaches extraordinary magnitude.

The Section 4(f) evaluation is a separate analysis of impacts the various alternatives would have on Section 4(f) resources. “Use” of Section 4(f) land is usually considered to be acquisition of part or all of the property, although substantial access, visual, noise, ecological intrusion, or other proximity impact may constitute a “constructive use” if they are of such magnitude to substantially impair the 4(f) functions, activities, or qualities of the site. No recreational 4(f) properties are impacted so severely by the project’s proximity that the protected activities, attributes, or features of the property are substantially impaired. Consequently, constructive use is not projected for any of the recreational properties in the project study area.

The following list of 4(f) park and recreational properties was compiled from the findings in the Recreation section of Chapter 4 of this FEIS. Portions of these properties are used by construction of the NSF. The C/D impacts are common to all build alternatives.

Minnehaha Park	Havana Alternative
Esmeralda Golf Course	Havana Alternative
Your Place Park	I-90 Collector-Distributor (C/D)

Minnehaha Park was determined eligible for the National Register of Historic Places, making it also an historic 4(f) property. Therefore, the park is addressed in this section as both a recreational and a historic 4(f) property.

However, with Alternative 6, the Market/Greene alignment as the preferred alternative the only 4(f) impacts would be those associated with the right of way needed for the Collector/Distributor and interchange at I-90 at Your Place Park.

The properties included in this report were evaluated in the context of their surrounding neighborhoods and adjacent properties, access routes between the facilities and their users, ownership, proximity of the route alternatives, and associated impacts. Each property was identified on a base map that included surrounding land uses, neighborhood and school attendance boundaries, street and arterial patterns, and pedestrian pathways. Visual inspections of each property verified factors that were included in the map evaluation. This information was used to identify impacts and assess potential alternatives and mitigation.

Alternatives Being Considered

Alternatives considered and locations of 4(f) properties, are shown in Figures 6-1 through 6-3. Each of the alternatives is described in greater detail in Chapter 2 of this EIS. For more detailed mapping, see Appendix D.

Description of 4(f) Resources

Market/Greene Alternative (Preferred Alternative)

Although J.J. Hill Park/Wild Horse Playground are in the study area for this route, as well as the Centennial and Tuffy's Trails, there are no direct impacts to these 4(f) properties.

This alternative requires construction of the collector/distributor. See I-90 Collector/Distributor for description of related 4 (f) impacts.

Havana Alternative

Minnehaha Park

City of Spokane-owned Minnehaha Park, located on the eastern edge of the Hillyard neighborhood, is a 15.75 hectare (38.92 acre) community park equipped with playground facilities, one softball field, three tennis courts, and one rest room. Frederick Avenue provides public access to the park. After crossing the Spokane River, the Havana Alternative enters the eastern side of Minnehaha Park at Euclid Avenue and Havana Street. The City of Spokane Parks Department was contacted to determine the number of users/visitors to this park; the Parks Department does not maintain statistics on numbers of park users. Statistics on the number of users are not maintained by the Parks Department.

Esmeralda Golf Course

The route crosses the eastern side of the city's Esmeralda Municipal Golf Course. This 18-hole golf course is bordered by Minnehaha Park and a residential area on

the south, and by an undeveloped natural area on the east. Single-family neighborhoods border the golf course on the north. Freya Street is along the west side, with a single-family neighborhood, an industrial building, and vacant industrial land. Rich Avenue, fronted with residential properties, forms the northern border of the course between Havana and Freya Streets. The facility includes a clubhouse/restaurant, parking area, and maintenance building. The property is approximately 66 hectares (162 acres) in size, with approximately 48 hectares (118 acres) developed and being used for the golf course.

As the city's busiest golf course, Esmeralda averages over 71,000 rounds per year. Access is provided by Freya Street via Wellesley and Euclid and Frederick Avenues.

North Option (Preferred Alternative) and South Option

There are no directly impacted 4(f) properties along these routes.

I-90 Collector/Distributor (C/D) (part of the Preferred Alternative)

Your Place Park

Your Place Park is located at the northwest corner of the intersection of 2nd Avenue and Cook Street. It is a city of Spokane neighborhood mini-park on 0.2 hectare (0.44 acre) that serves the portion of the East Central neighborhood north of I-90. It is equipped with three units of play equipment, a basketball court, and horseshoe pits. Second Avenue and Cook Street provide access to the park. Information on the number of users is not maintained by the city of Spokane Parks Department.

Impacts

Impacts of Construction

Market/Greene Alternative (Preferred Alternative)

This alternative requires construction of the collector/distributor. See I-90 Collector/Distributor for description of related 4 (f) impacts.

Havana Alternative

Minnehaha Park

The route would cross the eastern edge of Minnehaha Park on a bridge structure. Any direct impacts to the park land and related facilities would be a result of low vertical clearance and/or the placement of bridge columns. The proposed alignment will require acquisition of approximately 27,900 square meters (300,000 square feet), or 2.8 hectares (6.9 acres) of land. (See Appendix D, Figure H-3.)

During construction, access to and from the park would be disrupted at times and temporary detours are possible. The eastern portions of the park may be temporarily closed off for safety purposes as bridge structures are constructed. Closing portions of the park's eastern half will result in temporary loss of tennis court use and other miscellaneous general use, such as picnicking, walking etc. Also the access to and from places such as the parks' east storage building would require a more indirect route via possibly Frederick Avenue.

Construction operations would result in a noticeable increase in noise levels for park users. Noise levels would vary depending on the type of construction operations being performed. Peak construction period noise levels would generally be about 94 dBA at 15 meters (50 feet). Temporary increases in dust and other particulate matter would be expected in areas adjacent to construction operations. Such impacts would be expected to deter general use such as picnicking in the immediate vicinity of construction.

The elevated bridge is a visual intrusion on the park. Construction activities would be aesthetically disruptive because of the equipment and materials that would be present around the site. Scaffolding and false work would be very noticeable during construction of the bridge structure.

Esmeralda Golf Course

The NSF would border the eastern edge of Esmeralda Golf Course, requiring acquisition of approximately 2.1 hectares (5 acres) from the 48.0 hectares (118 acres) of existing developed golf course. This would eliminate seven tees and/or greens near the base of Beacon Hill. Approximately 9.0 hectares (22 acres) of undeveloped golf course property would also be required. (See Appendix D, Figure H-3.)

Since the area east of the golf course has steep slopes, rock outcrops, and scattered pines, visual impacts would be adverse. Construction equipment and materials present around the site would be visible from the course and surrounding area due to the high vertical alignment through this area. Temporary increases in dust and other particulate matter would be expected in areas adjacent to construction operations.

North Option (Preferred Alternative) and South Option

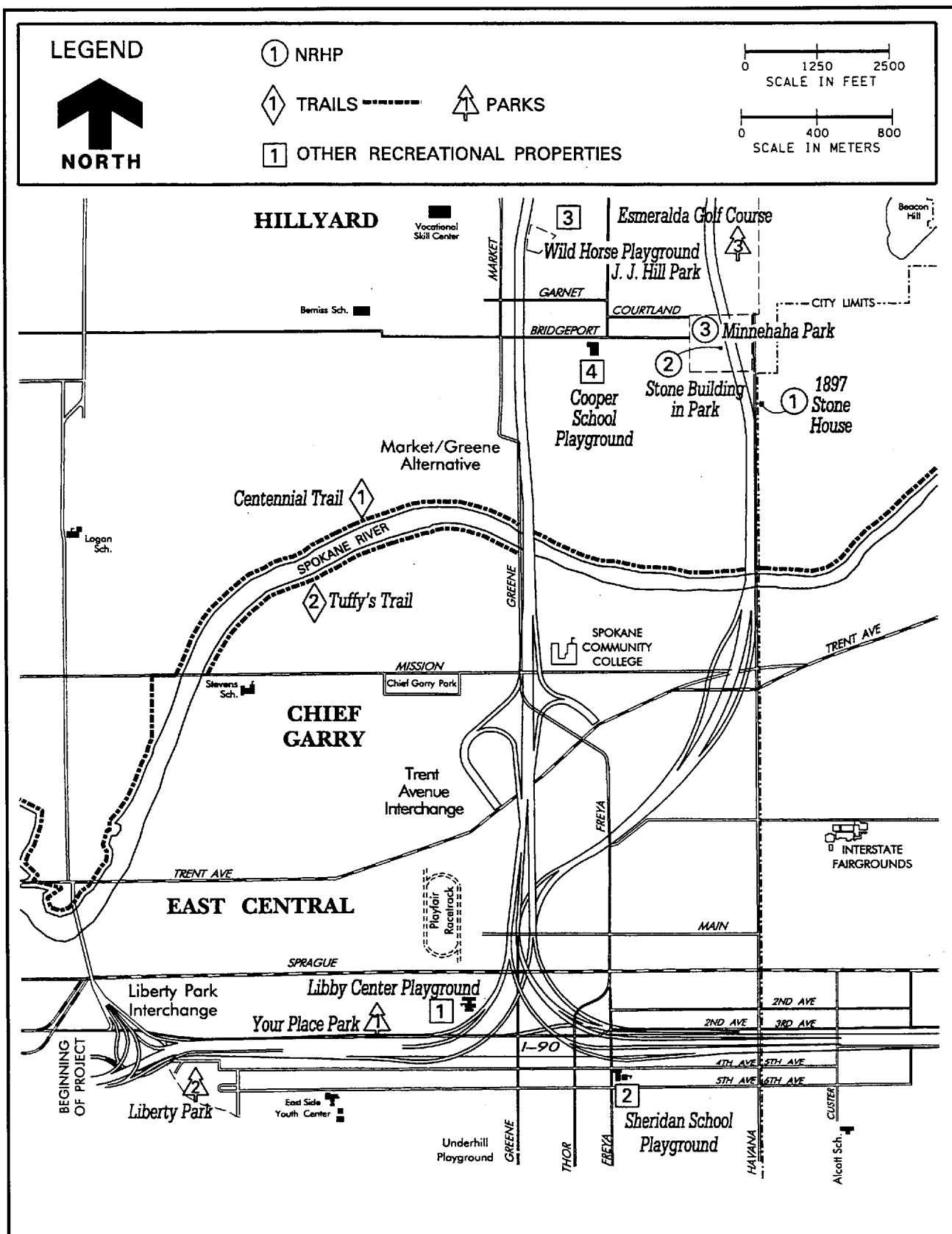
There are no impacted 4(f) properties along these routes.

I-90 Collector/Distributor (C/D)(part of the Preferred Alternative)

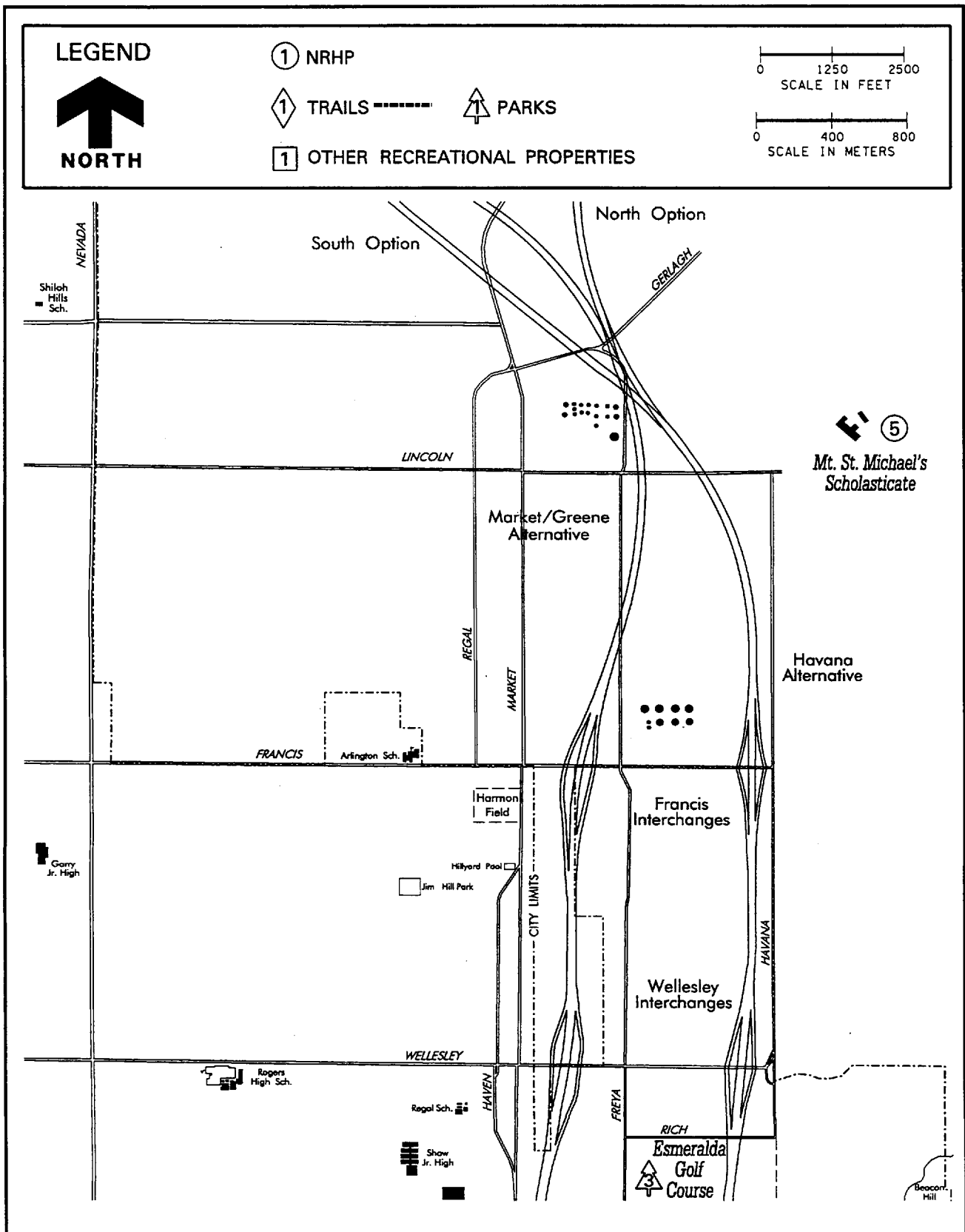
Your Place Park

Project construction would directly impact Your Place Park located at the northwest corner of Cook Street and 2nd Avenue. Construction of the C/D system and the southbound to westbound ramps from the NSF would require about 0.05 hectare (.13 acre) of the existing park property. See Figure 6-4 for a detailed sketch of the projected impact.

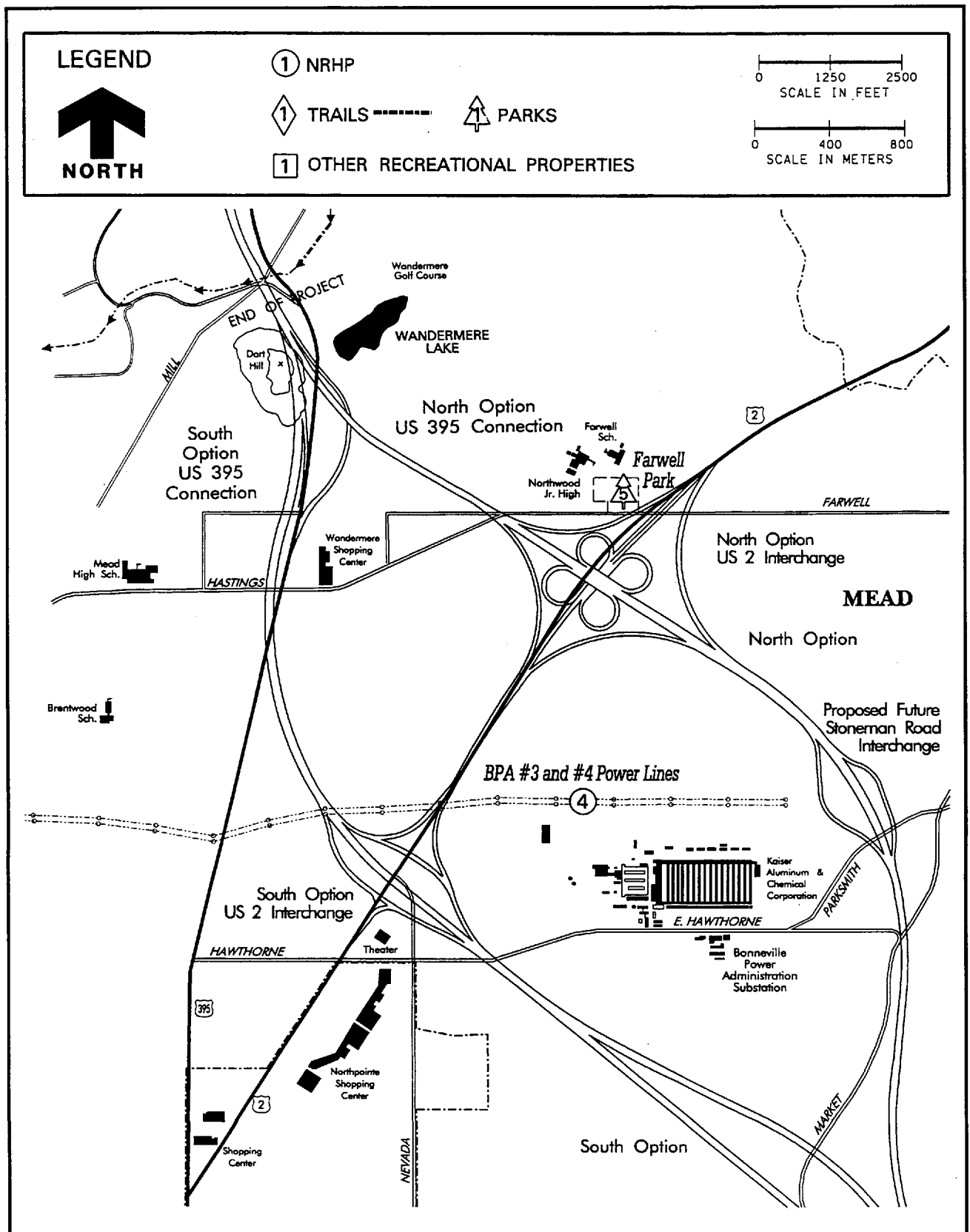
Because of the need for park property and the close proximity to the construction area, Your Place Park may be closed temporarily during work in this area. At other times, park users can expect temporarily increased noise impacts and a degradation of the visual quality due to construction operations. Temporary increases in dust and other particulate matter would be expected in areas adjacent to construction operations and are unavoidable. Construction impacts will be minimized and/or mitigated (see Construction Activity Impacts section).



4(f) Properties Area 1
Figure 6-1



4(f) Properties Area 2
Figure 6-2



4(f) Properties Area 3
Figure 6-3

Impacts of Operation

Market/Greene Alternative (Preferred Alternative)

There are no impacted 4(f) properties along ~~these~~ this route. This alternative requires construction of the collector/distributor. See I-90 Collector/Distributor for description of related 4 (f) impacts of operation.

North Option (Preferred Alternative) and South Option

There are no impacted 4(f) properties along these routes.

Havana Alternative

Minnehaha Park

The NSF crosses this area on a bridge structure, maintaining access to and from the park. See Figure 6-5. Portions of the park, such as the tennis courts, may have to be relocated or reconfigured. However, there is expected to be very little change to the park's overall function.

The elevated bridge is a visual intrusion to the park. The roadway will be a visual barrier as users look to the east from the park. Access to the east will be possible beneath the NSF bridge structure.

NSF operations would result in a noticeable increase in noise levels for park users. Noise levels are projected to increase from the existing 61 dBA to approximately 72 dBA, without mitigation. Use of noise barriers would result in expected noise levels around the Minnehaha Park area of approximately 63-65 dBA.

Air quality for CO is projected to be within the NAAQS standards.

I-90 Collector/Distributor (C/D) (part of the Preferred Alternative)

Your Place Park

Commitments to reconfigure Your Place Park, increasing its size by about .12 hectares (.29 acres) and to mitigate other indirect impacts will result in very similar use to that of today.

Avoidance Alternatives and Their Impacts

This evaluation concentrates on avoidance alternatives for the identified 4(f) properties that are *directly impacted* by the North Spokane Freeway project alternatives. Properties include Minnehaha Park and Esmeralda Golf Course, both of which are located on the Havana Alternative; Your Place Park, located along I-90 and impacted by construction of the Collector/Distributor system.

Minnehaha Park and Esmeralda Golf Course

The proposed Havana Alternative route is through Minnehaha Park, located on the southern side of Beacon Hill, and through the eastern portion of Esmeralda Golf

Course, located on the west side of Beacon Hill. Both areas are established recreational facilities. The Market-Green Alternative is an avoidance alternative to the impacts on these properties. Two other avoidance alternatives were also studied: the West Alternative and the East Alternative (see Figure 6-6).

West Avoidance Alternative — Southeast Hillyard (Cooper) Neighborhood

With a 100 km/h (60 mph) design speed curve, the western route can be made to avoid encroachment onto the two 4(f) lands and allow use of the proposed Trent Interchange location. A higher design speed through the curve (a larger radius) would result in 4(f) property impacts or a shift in the Trent Avenue Interchange. A shift in the interchange location, specifically to the west, would result in additional neighborhood and business impacts.

Once the alignment crosses the Spokane River, it turns to the west in the vicinity of the west proposal begins on the north side of the Spokane River. By using a Washington Water Power substation on the northeast corner of Upriver Drive and Havana Street. At this point, the freeway transitions from a viaduct structure to a fill section. From the connection point, a minimum 100 km/h (60 mph) design speed curve continues northwesterly through the Cooper Neighborhood, crossing over Frederick Avenue.

Air quality is expected to be similar to that projected for the Havana Alternative, around Minnehaha Park, where it is expected to be within the NAAQS standards.

Wild Horse Park is also in the vicinity of the western avoidance route. Located at the northwest corner of Empire Avenue and Ralph Street, this city of Spokane park is approximately 90 meters (300 feet) west of the western avoidance route. There would be no direct impacts to the park. Access would be slightly disrupted, as the freeway would block access from Freya Street. Air quality is projected to be within NAAQS standards. Noise levels are projected to be comparable to that described under Cooper School on page 6-13.

Visual disruption of the views to the east would be expected for both Cooper School and Wild Horse Park.

After crossing Frederick Avenue, the freeway begins to curve back to the north and east and begins a transition to a cut roadway section. The alternative would pass near the southeast corner of Minnehaha Park and within 30 meters (100 feet) of the southwest corner of Esmeralda Golf Course. Freya Street would remain as a through-street, crossing over the freeway. The route would continue its curve, moving to the north and east, and passing within 30 meters (100 feet) of the northwest corner of the golf course.

Just past the golf course, the freeway crosses Wellesley Avenue. A standard diamond interchange would be located at Wellesley Avenue, allowing ingress and egress with the freeway facility. Near Wellesley, the route begins to curve back to a northerly direction, eventually connecting to the proposed Havana Street route near Central Avenue.